

**CITY OF MILPITAS
Initial Study**

1. Project title: Public Storage Remodel

2. Lead agency name and address: City of Milpitas, Planning & Neighborhood Services Department, 455 E Calaveras Blvd., Milpitas, CA 95035

3. Contact person and phone number: Marge Sung, Assistant Planner, 408-586-3277, msung@ci.milpitas.ca.gov

4. Project location: 1600, 1601 Watson Court and 1080 Pecten Court, located south of Montague Expressway. APNs 92-08-093, -042, and -051

5. Project sponsor's name and address: Public Storage Properties LTD, Jim Fitzpatrick, 701 Western Ave Glendale, CA 91201

6. General plan designation: Manufacturing and Warehousing (MW)

7. Zoning: Heavy Industrial (M2)

8. Description of project: The project includes three parcels along Watson and Pecten Courts. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek Trail to the west. The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lots. The project includes a request for a Conditional Use Permit to allow an increase in floor area ratio (FAR) at 1600 Watson Court from 41% to 62%, 1601 Watson Court from 27% to 48% and 1080 Pecten Court from 23% to 59%. This represents a 49% increase over the allowable FAR on site. The project entitlements also include a Site Development Permit for the following:

- 1601 Watson Court: The project includes demolishing two buildings closest to Montague Expressway, approximately 5,600 square feet. It also includes constructing a new two-story building, approximately 35,548 square feet.
- 1600 Watson Court: The project includes demolition of seven buildings and partial demolition of five buildings and construction of one new three-story, 39.5-foot tall building, with office and mini storage units, approximately 78,450 square feet. At the rear of the property, the proposal will create vehicle access through to the Pecten Court property.
- 1080 Pecten Court: The project includes removing 100 existing parking stalls utilized for vehicular storage and constructing a new three-story 35 feet tall, 85,350 square feet with a 28,450 square foot basement mini-storage building.

9. Surrounding land uses and setting: The project site is located just south of Montague Expressway at the intersection with Watson Court. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek and future trail to the west. Surrounding zoning includes Heavy Industrial (M2) to the north, east, and south and Urban and

Multi-Family Residential Very High Density to the west. The proposed Milpitas BART station is also located just beyond to the west.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.) Santa Clara Roads and Airports Department, Pacific Gas and Electric Company (PG&E). **ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.


- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and

(b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

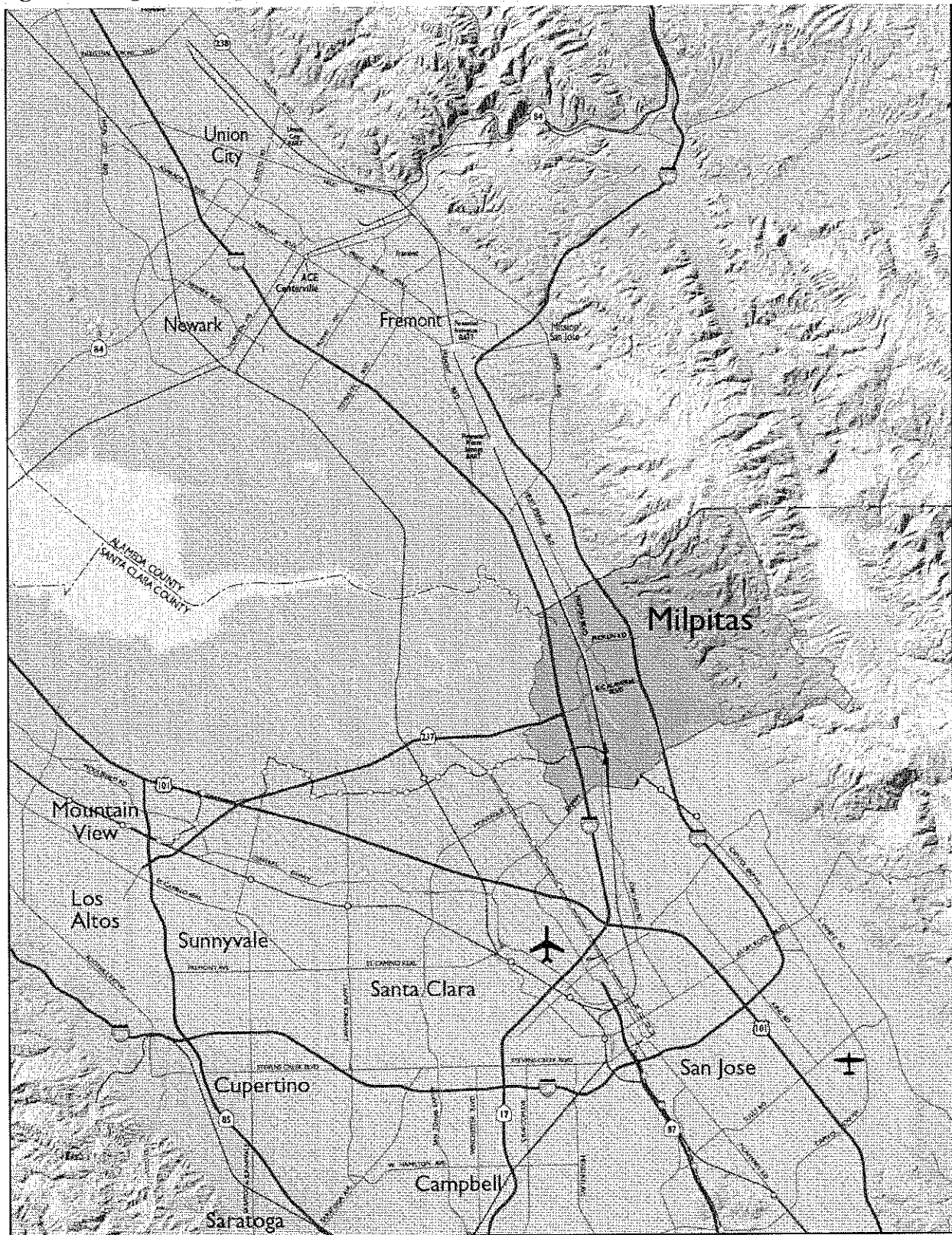
Date 11/24/14

Kenneth Adam Peterson

Printed Name

MAPS

Figure 1: Regional Map



— BART
— Proposed BART Extension

▨ Milpitas City Limits



0 1 2 3
MILES

Figure 2: Zoning Map / Site Location

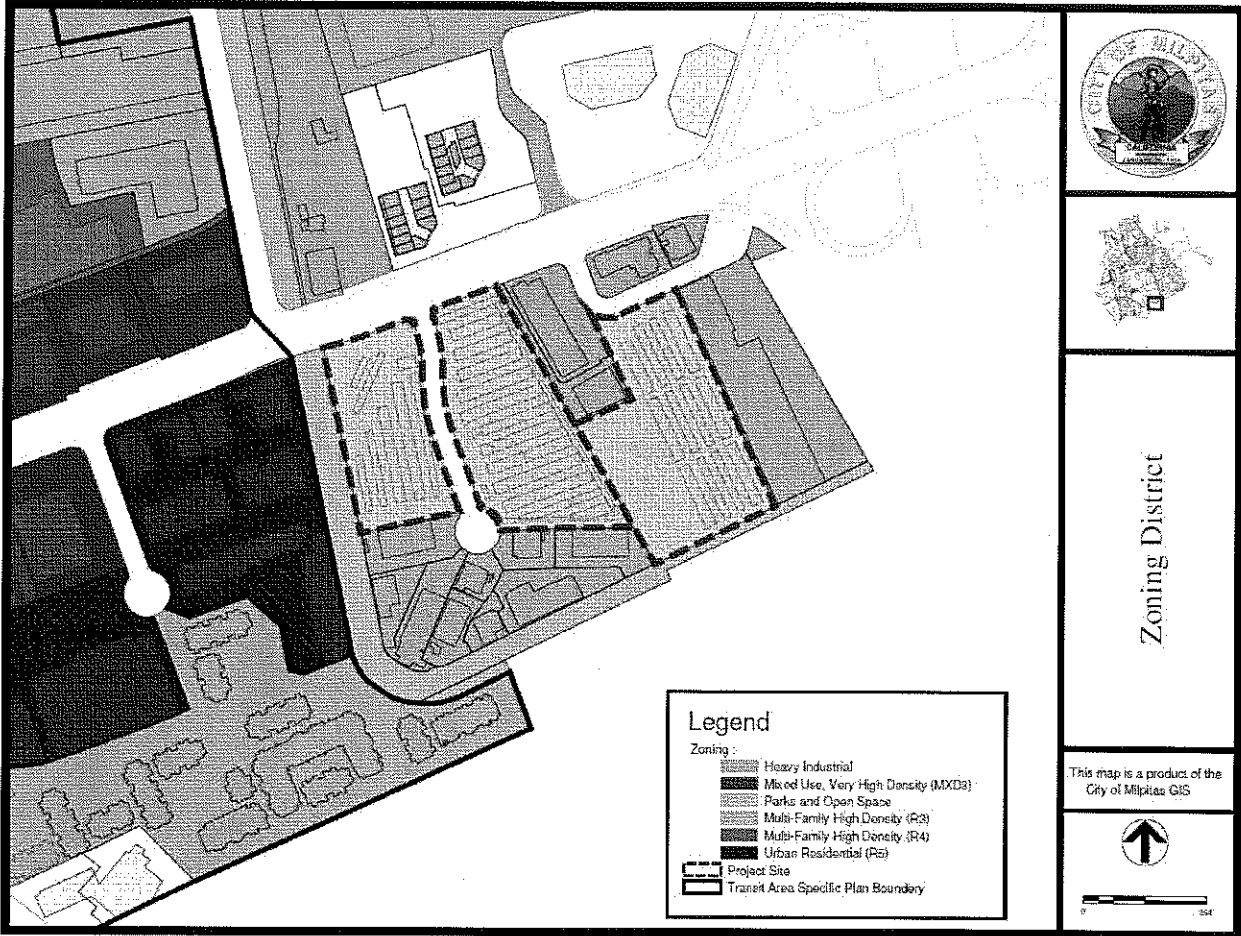


Figure 3: Vicinity Map / Site Location



ISSUES

I. AESTHETICS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,4, 8
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2,4, 8
3) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 8
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 8

Environmental Setting:

The project site is located at the corner of Montague Expressway and Watson Court, within the Heavy Industrial zoning district. The site is not within proximity to a state scenic highway, scenic vista or within a Scenic Corridor/Connector/Route or Major visual Gateway per Figure 4-6 of the General Plan. In addition, the project site is currently developed with 36 one-story mini-storage buildings constructed in 1979 with a proposal to demolish portions of the existing buildings and construct new storage buildings.

Comment:

- 1) Have a substantial adverse effect on a scenic vista?

The project site is not located within a designated Scenic Corridor/Connector/Route or Major visual Gateway per Figure 4-6 of the General Plan. Construction of the proposed project is not anticipated to block views or have any adverse effect on a scenic vista. Impacts are not anticipated and no mitigation is required.

- 2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The site is currently developed and the remodel and demolishing of the mini-storage buildings will not require removal or relocation of scenic resources such as trees, rock outcroppings, historic buildings etc. Since these resources do not exist, impacts are not anticipated.

- 3) Substantially degrade the existing visual character or quality of the site and its surroundings?

The property is zoned Heavy Industrial and surrounding by Heavy Industrial buildings and businesses. The existing visual character includes one story buildings that are of substantial length with roll up garage doors. The proposal includes complete demolition of nine buildings and partial demolition of five buildings and the construction of two new three story buildings standing 39.5-feet and 35 feet in height respectively and a new two story building standing 30-feet in height. The character of the site will generally remain the same, but the character of the facility will be modernized and upgraded. Impacts are not anticipated.

- 4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The proposal will not include additional lighting, above current light levels, that would affect neighboring properties, and the new buildings do not include reflective materials that would adversely affect day or nighttime views in the area. Since no impacts are anticipated, no mitigation is required.

II. AGRICULTURAL AND FOREST RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2,4
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
4) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

Environmental Setting:

The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The site is not designated as, nor is it near forest land, farmland or agriculture uses.

Comment:

- 1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The project site is not designated as Farmland of any type. Hence, construction of the project will not result in impacts to Farmland.

- 2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The project site is not zoned for agriculture use nor does it have any existing Williamson Act contracts. Hence, impacts are not anticipated.

- 3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)) or timberland (as defined by Public Resources Code section 4526)?

The project site is not zoned for forest land or timberland and therefore will not result in impacts to forest land or timberland.

- 4) Result in the loss of forest land or conversion of forest land to non-forest use?

The project site is not utilized as forest land; therefore the project will not impact forest land by converting forest land in to a non-forest use.

- 5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The project site is surrounded by Heavy Industrial uses and therefore the project will not have an impact on the conversion of farmland to a non-agricultural use or forest land to a non-forest use.

III. AIR QUALITY					
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,10
2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,10
3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3,10
4) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 2, 7
5) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Environmental Setting:

The project includes complete demolition of nine buildings and partial demolition of five buildings, totaling in 40,492 square feet, and the construction of two new three-story and one two-story buildings, which is an additional approximate 187,506 square feet for the project site. Short-term construction-related air quality impacts associated from the proposed project would be the result of dust creating activities and exhaust emissions of construction equipment. Due to the negligible amount and short duration of these impacts, all are considered to be less than significant, except for the activities generating dust.

The project site is within the San Francisco Bay Area Air Basin. The Bay Area Air Quality

Management District (BAAQMD) is the regional government agency that monitors and regulates air pollution within the air basin.

Both the U.S. Environmental Protection Agency and the California Air Resources Board have established ambient air quality standards for common pollutants. These ambient air quality standards are levels of contaminants which represent safe levels that avoid specific adverse health effects associated with each pollutant. The ambient air quality standards cover what are called “criteria” pollutants because the health and other effects of each pollutant are described in criteria documents. The major criteria pollutants are ozone, carbon monoxide, nitrogen dioxide (NO_x) sulfur dioxide, and particulate matter.

Toxic Air Contaminants (TACs) are another group of pollutants of concern. There are many different types of TACs, with varying degrees of toxicity. Cars and trucks release at least forty different toxic air contaminants. The most important, in terms of health risk, are diesel particulate, benzene, formaldehyde, 1,3-butadiene and acetaldehyde. Public exposure to TACs can result from emissions from normal operations, as well as accidental releases.

In accordance with California Statute, Government code 65088, Santa Clara County has established a Congestion Management Program (CMP). The intent of the CMP legislation is to develop a comprehensive transportation improvement program among local jurisdictions that will reduce traffic congestion and improve land use decision-making and air quality. VTA serves as the Congestion Management Agency (CMA) for Santa Clara County and maintains the county’s CMP.

Comment:

1) Conflict with or obstruct implementation of the applicable air quality plan?

The BAAQMD generally does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project setting. BAAQMD has established thresholds for what would be considered a significant addition to existing air pollution. According to the BAAQMD CEQA guidelines, a project that generates more than 80 pounds per day of ozone precursors (i.e., reactive organic gases (ROG) and nitrogen oxides) is considered to have a potentially significant impact on regional air quality. On an annual basis, the threshold is 15 tons per year. For a project that does not individually have significant operational air quality impacts, the determination of a significant cumulative air quality impact is based upon an evaluation of the consistency of the project with the local general plan and of the general plan with the most current Clean Air Plan (CAP). The project does not individually have significant operational air quality impacts and will only generate 789 daily trips, which is less than 2,000 vehicle trips per day and therefore will not have an impact.

2) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The project generates less than 2,000 vehicle trips per day and. Due to the low volume of trips generated by mini-storage facilities per the ITE trip generation estimates, the project is under the BAAQMD air quality threshold to require a detailed air quality analysis and therefore will

not violate any air quality standard or substantially contribute to an existing or projected air quality violation. Hence no impact.

3) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is classified as non-attainment under an applicable federal or state ambient air quality standard including releasing emissions which exceed quantitative thresholds for ozone precursors?

Construction activities such as demolition, excavation and grading operations, use of construction vehicles, and windblown exposed earth could generate fugitive particulate matter that affecting local and regional air quality. The effects of these dust generating activities will be increased dust generation and locally elevated levels of PM10 downwind of construction activity. Construction dust also has the potential for creating a nuisance at nearby properties.

Mitigation Measure AIR-1:

BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices shall be implemented during construction of the proposed project:

- a) Water all active construction areas at least twice daily.
 - b) Cover all trucks hauling soil, sand, or other loose materials or require all trucks to maintain at least two feet of freeboard
 - c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction site.
 - d) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
 - e) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
 - f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
 - g) Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
 - h) Install sandbags or other effective erosion control measures to prevent silt runoff to public roadways.
 - i) Replant vegetation in disturbed areas as quickly as possible.
- 4) Expose sensitive receptors to substantial pollutant concentrations?

BAAQMD defines sensitive receptors as facilities where sensitive receptor population groups (children, the elderly, the acutely ill and the chronically ill) are likely to be located. These land uses include residences, school playgrounds, childcare centers, retirement homes, convalescent homes, hospitals and medical clinics. There are no sensitive receptors in proximity to the project site. There are apartments known as "The Crossings at Montague" located to the southwest, approximately 450 lineal feet away." Mitigation Measure AIR-1 will reduce the any potential short-term construction related air quality impact to less than significant.

5) Create objectionable odors affecting a substantial number of people?

The mini-storage business does not allow the storage of fresh food, animals and other odor producing goods. Therefore there will be no impact.

IV. BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4

IV. BIOLOGICAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 8
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4

Environmental Setting:

The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. A flood control channel (Berryessa Creek) is located along the western boundary of the project site. The project proposal does not include any improvements to this channel, or the removal landscaping or other resources where sensitive species and/or habitats will be disturbed.

Comment:

1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The existing project site is a developed mini-storage facility with ancillary parking lot. The project will not affect sensitive species or have habitat modifications that are identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Services and therefore has no impact.

2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The exiting project site is a developed mini-storage facility with ancillary parking lot. The project will not have an adverse effect on any riparian habitat or other natural community

identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Services. Hence no Impact.

- 3) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The exiting project site is a developed mini-storage facility with ancillary parking lot. The project will not remove or adverse effect federally protected wetlands as defined by Section 404 of the Clean Water Act and therefore has no impact.

- 4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, impede the use of native wildlife nursery sites?

The existing project site is a developed mini-storage facility with ancillary parking lot. The project does not include disturbance of land on or near wildlife corridors or nursery sites and therefore will have no impact.

- 5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The existing project site is a developed mini-storage facility with ancillary parking lot. The project is not located on or near protected biological resources and therefore will not have an impact.

- 6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located on or near an area deemed protected by a Habitat Conservation Plan, Natural Community Conservation Plan, or other local, regional or state habitat conservation plan and therefore will have no impact.

V. CULTURAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	1,4
3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,4
4) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,4

Environmental Setting:

The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The primary impact that could occur would be disturbance of unknown cultural resources during grading and/or development of property. Existing national, state and local laws as well as policies contained in the General Plan would reduce these potential impacts on historic and archaeological resources, if found, to less than significant levels.

The proposed project includes disturbance of soils for trenching, site grading and other construction activities. Although it is unlikely that buried cultural materials would be encountered, standard conditions for excavation activities would be applied to the project as described below.

Comment:

- 1) Cause a substantial adverse change in the significance of an historical resource as defined in §15064.5?

The project site is not located on or near an area of historical significance as defined in §15064.5 and therefore the project will have no impact.

- 2) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?

Mitigation Measure: The proposed project shall implement the following standard measure:

CUL-1: As required by County ordinance, this project has incorporated the following guidelines. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

- 3) Directly or indirectly destroy a unique paleontological resource or site, or unique geologic feature?

The project site is not located on or near and area unique paleontological or geologic resource/feature and therefore will have no impact.

- 4) Disturb any human remains, including those interred outside of formal cemeteries?

The project site is currently a developed mini-storage facility with ancillary parking lot and therefore should not disturb any human remains, including those interred outside formal cemeteries. The project proposal will require grading and trenching on site.

Although it is unlikely that buried cultural materials would be encountered, standard conditions for excavation activities would be applied to the project as described in mitigation measure CUL-1 above and therefore will have a less than significant impact.

VI. GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:					
a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,11, 12, 13
b) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13
c) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 11, 12, 13
d) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 12, 13
3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 12, 13
4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 12, 13

VI. GEOLOGY AND SOILS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 11, 12, 13

Environmental Setting:

The project site is located in a mapped liquefaction hazard zone, and soils on the site have a moderate potential for expansion. The project site is not located within a fault rupture zone, the Alquist-Priolo Special Study Zone, or landslide hazard zone.

The San Francisco Bay Area is one of the most seismically active regions in the United States. Santa Clara County is classified as Zone 4, the most seismically active zone. An earthquake of moderate to high magnitude generated within the San Francisco Bay region could cause considerable ground shaking at the project site. The degree of shaking is dependent on the magnitude of the event, the distance to its zone of rupture and local geologic conditions. Geologic conditions on the site will require that the new buildings be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking and liquefaction on the site.

Any proposed development will be designed and constructed in accordance with a design level geotechnical investigation prepared for the site, which will identify the specific design features that will be required for the project, including site preparation, compaction and lime treatment of subgrade solid, fill replacement and compaction, trench excavations, surface drainage, flexible pavements, slabs-on-grade and curbs, landscape retaining walls, and foundations. With implementation of recommendations in the design level geotechnical report, the project will not expose people or property to significant impacts associated with geologic or seismic conditions on site.

The proposed project would not result in significant, adverse geology, soils, or seismicity impacts that cannot be avoided through standard engineering and construction techniques.

Comment:

- 1) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - a) Rupture of a known earthquake fault, as described on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)

Although the site is not located within the Alquist-Priolo Earthquake Fault Zone, it is located within the Santa Clara County Zone 4 which is the most seismically active zone. Geologic conditions on the site will require that the new buildings be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking and liquefaction on the site. Therefore there is a less than significant impact.

b) Strong seismic ground shaking?

The project site is located within the Santa Clara County Zone 4 which is the most seismically active zone and during an earth quack could experience significant ground shaking. Geologic conditions on the site will require that the new buildings be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking and liquefaction on the site. Therefore there is a less than significant impact.

c) Seismic-related ground failure, including liquefaction?

The project site is not located within a mapped liquefaction hazard zone, and soils on the site have a moderate potential for expansion. Geologic conditions on the site will require that the new buildings be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking and liquefaction on the site. Therefore there is a less than significant impact.

d) Landslides?

The project site is not located within a landslide hazard zone and therefore will have no impact.

2) Result in substantial soil erosion or the loss of topsoil?

The project site is located on the valley floor and the land is generally flat. Approximately 94% of the project site is developed with mini-storage buildings and an ancillary parking lot. The project will not result in additional topsoil and therefore will have no impact.

3) Be located on a geologic unit or soil that is unstable, or that will become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

The current site is located within the valley floor and is generally flat. The site is built out (94%) with mini-storage buildings and ancillary parking lot. The project proposal increases the building square footage on site by 187,506 square feet. The project site is not located on soils that are considered unstable and because the property is relatively flat, there is not concern for

onsite landslides. To the west of the property is the Berryessa Creek and future trail. The project has been reviewed by the Water District and will be taking preventive measures to insure the project will not result in offsite landslides within the creek. Geologic conditions on the site will require that the new buildings be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines for Seismic Zone 4, to avoid or minimize potential damage from seismic shaking and liquefaction on the site. Therefore has no impact.

- 4) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The property is not located on expansive soil as defined in Table 18-1-B of the Uniform Building code and therefore has no impact.

- 5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The project site is located on the valley floor and will not require additional wastewater disposal systems other than the City water and sewer systems and therefore had no impact.

VII. GREENHOUSE GAS EMISSIONS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2, 3
2) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	2, 3

Environmental Setting:

The Public Storage Facility currently has 36 one-story, rectangular buildings, approximately 184,200 square feet of storage area. Mini-storage facilities generate a very low amount of traffic, 2.5 trips per every 1,000 square feet, in comparison to other types of Industrial uses such as R&D- 8.11 trips per every 1,000 square feet, and business parks -12.76 trips per every 1,000 square feet. The existing mini-storage facility generates approximately 76 trips during peak hours. The proposed increased 187,506 square foot addition generates 65 peak trips (24 for AM trips and 41 for PM trips) during peak hours. The Transportation Impact Analysis Guidelines, Updated in 2009 by Santa Clara Valley Transportation Authority states a Transportation Impact Analysis (TIA) is not required for a project expected to generate less than 100 new weekday (am or pm peak hour) or weekend peak hour trips. Since the project does not generate more than 100 trips, the impact is considered less than significant.

The Bay Area Air Quality Management District (BAAQMD) published a Source Inventory of Bay Area Greenhouse Gas Emissions in November 2006 and updated it in February of 2010. This report compiles direct emissions due to human activities from both stationary and mobile sources in the Bay Area. It also states that an increase in vehicle emissions associated with an increase in vehicle trips, may have a cumulative impact on global climate change when combined with emissions throughout California, the nation, and across the globe. Gases that trap the heat in the Earth's atmosphere are referred to as greenhouse gases (GHG).

The BAAQMD does not recommend a detailed air quality analysis for projects generating less than 2,000 vehicle trips per day, unless warranted by the specific nature of the project setting. BAAQMD has established thresholds for what would be considered a significant addition to existing air pollution. According to the BAAQMD CEQA guidelines, a project that generates more than 80 pounds per day of ozone precursors (i.e., reactive organic gases (ROG) and nitrogen oxides) is considered to have a potentially significant impact on regional air quality. On an annual basis, the threshold is 15 tons per year. For a project that does not individually have

significant operational air quality impacts, the determination of a significant cumulative air quality impact is based upon an evaluation of the consistency of the project with the local general plan and with the most current Climate Action Plan (CAP). The project is consistent with the City's General Plan and the CAP. The project does not individually have significant operational air quality impacts and will only generate 789 daily trips, which is less than 2,000 vehicle trips per day and therefore will not have an impact to GHG emissions.

Comment:

1) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

The project will not generate more than 2,000 vehicle trips per day. Per BAAQMD, the project does not warrant a detailed air quality analysis and has a less than significant impact.

2) Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?

The project does not conflict with any applicable plan, policy or regulation of an agency for the purpose of reducing the emissions of greenhouse gasses and therefore will have no impact.

VIII. HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

VIII. HAZARDS AND HAZARDOUS MATERIALS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Environmental Setting:

The project site is located within a developed heavy industrial area that is not in proximity to a school, airstrip or open wildlands. In addition, the proposed project would not involve the use, transport or disposal of hazardous materials, therefore it is anticipated there would be *no impact*. The existing buildings were constructed prior to 1981 and construction activities proposed by the project may involve use and transport of hazardous materials, including building demolition debris containing asbestos. Removal, relocation, and transportation of hazardous materials could result in accidental releases or spills, potentially posing health risk to workers, the public, and environment, therefore the impact would be considered significant unless mitigated. As part of the permitting process for all demolition activities, contractors are required by State law to obtain approval from the Bay Area Air Quality Management District to remove asbestos therefore, the impact would be considered *less than significant*.

Comment:

1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

As part of the rental agreement, the Public Storage facility in Milpitas does not allow for costumers to store hazardous materials within the units or anywhere onsite. Therefore there will not be the transportation of hazardous materials to and from the site, thus will have no impact.

- 2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The Public Storage business does not use, store, or allow customers to store hazardous materials on the property, and therefore will not have an impact.

- 3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The Public Storage business does not use, store, or allow customers to store hazardous materials on the property, and therefore will not have an impact.

- 4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. In addition, The Public Storage business does not use, store, or allow customers to store hazardous materials on the property, and therefore will not have an impact.

- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within an airport land use plan or within two miles of a public airport therefore will have no impact.

- 6) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within a private airstrip, therefore will have no impact.

- 7) Impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan?

The project site is a public storage facility currently and the proposal will not impair or physically interfere with any emergency response plans or evacuation plans and therefore will have no impact.

- 8) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

The project includes three parcels, 1601 Watson Court - 3.39acres, 1600 Watson Court - 4.95 acres, and 1080 Pecten Court - 5.54acres. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek and future trail to the west. The site is a built out mini-storage facility with 36 one-story mini-storage buildings and parking lot. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The project site is not located adjacent to wildlands and therefore will have no impact.

IX. HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

IX. HYDROLOGY AND WATER QUALITY					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
6) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1,2
7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2, 14
8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 14
9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
10) Be subject to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

Environmental Setting:

The project includes three parcels, 1601 Watson Court - 3.39acres, 1600 Watson Court - 4.95 acres, and 1080 Pecten Court - 5.54acres. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek and future trail to the west. The site is a built out mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 square feet. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west.

Water quality in California is regulated by the U.S. Environmental Protection Agency's National Pollution Discharge Elimination System, which controls the discharge of pollutants to water bodies from point and non-point sources. Local oversight of water quality has been delegated to the Regional Water Quality Control Boards throughout California.

The property at 1601 Watson Court, bound to the west by Berryessa Creek, is within Zone AO (Depth 2) – Shallow flooding. 1600 Watson Court and 1080 Pecton Court are within Zone X. The proposed mini storage building on 1601 Watson Court will be constructed along Berryessa Creek. The building will be raised by LOMR-F or flood proofing. Site improvements on all properties include updating the drainage system to be compliant with Storm Water Control Best Management Practices. No residential housing or additional impervious surfaces are proposed.

Construction activities such as demolition, excavation and grading operations, use of construction vehicles, and windblown exposed earth could potentially affect the water quality. In order to prevent impact to water quality the City requires a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. This will reduce the construction impacts to less than significant with the mitigation measures listed below.

Comment:

1) Violate any water quality standards or waste discharge requirements?

The project requires a Storm Water Control Plan to be reviewed and completed prior to the approval of the project. This plan will review all aspects of the project and insure that there will not be a violation to water quality standards or waste discharge requirements and therefore will have no impact.

2) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

Also the project is proposing over 100,000 square feet of new building for storage proposes, the facility itself does not require much water due to the nature of the business. A public storage facility utilizes significantly less water than a typical Office or R&D building. The project will not deplete ground water supplies or interfere with substantially with groundwater recharge and therefore will have no impact.

- 3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on-or off-site?

The project requires a Storm Water Control Plan to be reviewed and completed prior to the approval of the project. The proposal does not include alterations to streams, rivers, or creeks. Thus no impact.

- 4) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or off-site?

The project requires a Storm Water Control Plan to be reviewed and completed prior to the approval of the project. This plan will review all aspects of the project. The proposal does not include alteration of streams, rivers, or creeks and therefore will have no impact on or off site.

- 5) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?

Construction activities such as demolition, excavation and grading operations, use of construction vehicles, and windblown exposed earth could potentially affect the water quality. In order to prevent impact to water quality the City requires a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities.

The following mitigation measures are included in the project to reduce water quality impacts during construction and post-construction periods to a less than significant level:

HYDRO-1.1: Prior to construction of the project, the City shall require the applicant to submit a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. The SWPPP shall include control measures during the construction period for:

- Soil stabilization practices,
- Sediment control practices,
- Sediment tracking control practices,

- Wind erosion control practices, and
- Non-storm water management and waste management and disposal control practices.

HYDRO-1.2: Prior to issuance of a grading permit, the applicant shall be required to submit copies of the NOI and Erosion Control Plan (if required) to the Department of Public Works. The applicant shall also be required to maintain a copy of the most current SWPPP on-site and provide a copy to any City representative or inspector on demand.

HYDRO-1.3: The development shall comply with City of Milpitas ordinances, including erosion- and dust-control during site preparation and grading, and maintaining adjacent streets free of dirt and mud during construction.

HYDRO-1.4: The proposed development shall comply with the NPDES permit issued to the City of Milpitas. This will reduce the construction impacts to less than significant with the mitigation measures listed above.

6) Otherwise substantially degrade water quality?

Construction activities such as demolition, excavation and grading operations, use of construction vehicles, and windblown exposed earth could potentially affect the water quality. In order to prevent impact to water quality the City requires a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. This will reduce the construction impacts to less than significant with the mitigation measures listed above.

7) Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The proposal does not include housing and therefore will have no impact.

8) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The property at 1601 Watson Court, bound to the west by Berryessa Creek, is within Zone AO (Depth 2) – Shallow flooding. Both 1600 Watson Court and 1080 Pecton Court are within Zone X. The proposed mini storage building on 1601 Watson Court will be constructed along Berryessa Creek. The building shall be raised by LOMR-F or flood proofing. Site improvements on all properties include updating the drainage system to be compliant with Storm Water Control Best Management Practices. The project will not impede or redirect flood flows and therefore will have no impact.

- 9) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Property 1601 Watson Court, bound to the west by Berryessa Creek, is within Zone AO (Depth 2) – Shallow flooding. The Properties at 1600 Watson Court and 1080 Pecton Court are within Zone X. The building shall be raised by LOMR-F or flood proofing. Site improvements on all properties include updating the drainage system to be compliant with Storm Water Control Best Management Practices. No significant risk of loss, injury, or death involving flooding; thus no impact.

- 10) Be subject to inundation by seiche, tsunami, or mudflow?

The project site has low susceptibility to tsunami, seiches, and mudflow events. According to the Association of Bay Area Government's interactive tsunami mapping, areas near the bay are not considered susceptible to tsunami inundation. The City of Milpitas is located approximately 30 miles from the Pacific Ocean, therefore precluding the possibility of a tsunami inundating the project site. There are no inland water bodies in the project vicinity that are susceptible to seiches, thereby precluding the possibility of a seiche inundating the project site. The surrounding vicinity does not contain any steep slopes or any volcanically active features that could produce mudflow in the City of Milpitas. No impacts beyond what were previously disclosed in the Transit Area Specific Plan EIR have been identified. Therefore, development of the proposed project would not alter these conclusions.

X. LAND USE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2
3) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 4

Environmental Setting:

The project includes three parcels, 1601 Watson Court - 3.39acres, 1600 Watson Court - 4.95 acres, and 1080 Pecten Court - 5.54acres. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek Trail to the west. The site is a built out mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal is to keep the same use for all properties.

According to the Milpitas Zoning Ordinance, commercial mini-storage building uses are conditionally permitted within the Heavy Industrial districts. The project improvements are as follows:

- 1601 Watson Court: The project includes demolishing two buildings closest to Montague Expressway, approximately 5,600 square feet. It also includes constructing a new two-story building, approximately 35,548 square feet.
- 1600 Watson Court: The project includes demolition of seven buildings and partial demolition of five buildings and construction of one new three-story, 39.5-foot tall building, with office and mini storage units, approximately 78,450 square feet. The proposed height will require that the following finding be made by the Planning Commission: That any such excess height will not be detrimental to the light, air or privacy of any other structure or use currently existing or anticipated. The main structure will be thirty-six feet tall which is only one foot taller than the standard and should not

impair natural lighting or air flow. The entryway element is a portion of the building that will stand 39.5-feet tall. The extra height will produce shadowing that due to the location, should not cascade on neighboring properties. The neighboring properties are all a part of the Public Storage Facility and the additional height will not impede on neighboring properties privacy. At the rear of the property, the proposal will create vehicle access through to the Pecten Court property.

- 1080 Pecten Court: The project includes removing 100 existing parking stalls utilized for vehicular storage and constructing a new three-story 35' tall 85,350 square feet with a 28,450 square foot basement mini-storage building. The project proposal meets all the development standards except for the Floor Area Ratio (FAR). See Table 1 for Development Standards/Project Proposal on the next page.

Table 1
Zoning Ordinance Development Standards / Project Proposal

	Lot Area (min)	Lot Width (min)	Front Yard Setback	Side Yard Setback	Rear Yard Setback	Building Height (max)	Parking	Floor Area Ratio	Landscaping
Heavy Industrial (M2) Zoning Standards	None	None	35' on Major Street	None	None	None Over 35' requires additional finding be made by PC	1 per 5,000 sqft plus 1 per resident manager	.40 or 40%	Required Front Yard Setback area.
Project Proposal							<i>(three properties jointly meet parking)</i> Required 9		
1601 Watson Ct	N/A	N/A	35'	West 5' East N/A	N/A	30'	Proposed 0	48%	Consistent
1600 Watson Ct	N/A	N/A	35'	West 53' East 20'	N/A	39'6"	Required 27 Proposed 32	62%	Consistent
1080 Pecten Ct	N/A	N/A	N/A	West 75' Ease N/A	N/A	35'	Required 29 Proposed 42	59%	N/A

* N/A – Where N/A is listed, it represents no change in existing conditions and therefore is Not Applicable

If the project is approved, the additional square footage will exceed the allowable floor area ratio for the Heavy Industrial (M2) Zoning District. According to the Milpitas Zoning Ordinance,

commercial mini-storage building uses are conditionally permitted within the Heavy Industrial districts and may apply for a conditional use permit to exceed the floor area ratio as long as it meets the following standards:

- 1) Generate low peak-hour traffic;

As addressed in the Transportation/Traffic section of this document, mini-storage facilities have a very low trip generation in comparison to other Heavy Industrial uses such as R&D buildings or Offices. The proposal for the additional square footage will not increase the amount of trips generated during peak hours to a significant impact level as calculated per the Institute of Transportation Engineers Trip Generation Manual, 9 Edition.

- 2) Will not create a dominating visual prominence;

The current buildings are one-story rectangular buildings that were built in 1979. The proposed structures will create an entryway through Watson Court, which will tie the properties together as one site, will provide an updated look, and will be in character with the neighboring Very High Density Mixed Use on the west side of the project site, located within the Transit Area Specific Plan and the Existing Heavy Industrial to the East and South of the properties.

- 3) All other development standards for the site must be met.

The proposal will meet all other development standards within the Heavy Industrial Zoning District.

Comment:

- 1) Physically divide an established community?

The projects intent is to create a new entry that will tie the three Public Storage properties together to look like one site. It will not divide an established community and therefore will have no impact.

- 2) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

The project proposal is consistent with the zoning ordinance as the use is a conditionally permitted use, and the project meets the development standards and alternate findings to exceed the FAR as mentioned above. The project is consistent with the General Plan, Specifically the Guiding Principles and Policies as listed below.

2.a-G-2: Maintain a relatively compact urban form.

The proposal is intensifying the use on the same acreage with supports the City's Guiding Principle in maintaining the compact urban form.

2.a I-2: Promote development within the incorporated limits which acts to fill-in the urban fabric rather than providing costly expansion of urban services into outlying areas.

The project is utilizing the existing site and intensifying the use and upgrading the facility which acts as in-fill development rather than providing costly expansion of services into outlying areas.

2.a-I-4: Publicize the position of Milpitas as a place to carry on compatible industrial and commercial activities with special emphasis directed toward the advantages of the City's location to both industrial and commercial use.

The project is an industrial type use near Very High Density Mixed Uses such as commercial, office, and possible future high density residential uses to the west. The mini-storage use is a quiet, low traffic volume use that is a good buffer between some of the manufacturing uses and commercial/office/future high density residential and establishes Milpitas as a place that carries on compatible uses.

3) Conflict with any applicable habitat conservation plan or natural community conservation plan?

The project site is not within a habitat conservation area, therefore no impacts are anticipated to land use or planning.

XI. MINERAL RESOURCES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4
2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4

Environmental Setting:

The project includes three parcels, 1601 Watson Court -3.39 acres, 1600 Watson Court – 4.95 acres, and 1080 Pecten Court – 5.54 acres. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek and future trail to the west. The site is a built out mini-storage facility with 36 on-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 square feet. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. According to the Milpitas General Plan, the project site is not located within a Mineral Resource Zone sector, and no known important mineral resources have been recorded on the site.

Comment:

1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The project is not located in an area known and a mineral resource, hence no impact.

2) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

The project is not located on a site utilized for mineral resource recovery and therefore will have no impact.

XII. NOISE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project result in:					
1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6
2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 6
3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6
4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 6
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6
6) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 6

Environmental Setting:

The project site is currently a developed mini-storage facility and the proposal is to update and expand the use. The use will not change and therefore the noise levels are anticipated to remain unchanged. However, the project includes demolishing existing structures and constructing new structures. Construction work can produce a peak in noise levels due to the heavy equipment used such as trucks, trackers, and the like, including the use of small machinery such as nail guns, drills, etc. However construction noise is temporary and as conditioned, the project will be consistent with the Municipal Code mitigation to Site Construction Regulations. In addition, the project site is not located within an airport land use plan or private airstrip.

The City of Milpitas's General Plan identifies noise and land use compatibility standards for various land uses. Chapter 213 "Noise Abatement" of the City of Milpitas Municipal Code identifies allowable hours for construction to limit impacts to sensitive uses reads as follows:

Section V-213-2(b) Site Construction Regulations. No person shall engage or permit others to engage in construction of any building or related road or walkway, pool or landscape improvement or in the construction operations related thereto, including, delivery of construction materials, supplies, or improvements on or to a construction site except within the hours of 7:00a.m. and 7:00p.m. on weekdays and weekends. No construction work shall be conducted or performed on the holidays indicated in Section V-213-2-2.05 of the chapter.

Comment:

1) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The General Plan states that an acceptable noise level for Industrial Zones is up to 75dB. A mini-storage facility does not use heavy machinery indoors or outdoors that would create a noise level that exceeds the allowable noise disable for Industrial sites and therefore will have no impact.

2) Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise levels?

A mini-storage facility does not use heavy machinery indoors or outdoors, nor does it have daily deliveries by large dump trucks or vender trucks that could create groundborne vibrations. Construction is temporary and includes the use of heavy machinery that could cause groudnborne vibrations. To reduce the possible temporary impact, construction will not be performed during the hours of 7:00pm – 7:00am and will not be performed on Holidays as stated in the proposed mitigation measure and therefore will be less than significant.

3) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The General Plan states that an acceptable noise level for Industrial Zones is up to 75dB. A mini-storage facility does not use heavy machinery indoors or outdoors that would create a noise

level that exceeds the allowable noise disable for Industrial sites and therefore will have no impact.

- 4) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The project site is located within a Heavy Industrial district currently developed with commercial storage buildings, with surrounding development consisting of industrial/warehousing buildings. According to the General Plan Noise Element, the exterior day/night noise levels normally acceptable in the heavy industrial district are 50dB to 75dB. While the proposed expansion of the storage facility is not anticipated to increase ambient noise levels, project construction noise may create temporary adverse impacts to surrounding uses, therefore, the following mitigation measure is recommended during all construction activities to reduce the impact to less than significant with mitigation.

Mitigation Measure NOISE-1

Project grading and construction activities shall not occur outside the hours of 7:00 a.m. to 7:00 p.m. on weekdays and weekends, and shall not occur on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, as per the City of Milpitas Noise Ordinance.

- 5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project is not located within an airport land use plan or within two miles of a public airport and therefore has no impact.

- 7) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The project is not located within the vicinity of a private airstrip and therefore will have no impact.

XIII. POPULATION AND HOUSING					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 2, 8
2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Environmental Setting:

The project site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 gross new square footage. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The project proposal does not include removing or introducing housing and therefore there is no impact.

Comment:

1) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The project does not include new housing and therefore will not increase the population in the area, hence no impact.

2) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The project does not include the removal of housing and therefore has no impact.

3) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The project will not remove existing housing and therefore has no impact.

XIV. PUBLIC SERVICES					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:					
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Environmental Setting:

The site is a developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 gross new square footage. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west.

The project will have one (2,000 square foot) manager's office. An existing caretaker unit on 1600 Watson Court will be demolished for the new trash enclosure. The existing caretaker units at 1601 Watson Court and 1080 Pecten Court will be remained. The utilities used for the 2,000 square foot office and two care takers units is very minimal.

Comment:

1) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire Service

The Milpitas Fire Department (MFD) provides full response, preparedness, and prevention services. The department's emergency response and preparedness division handles emergency incidents, safety, training, disaster preparedness and public information. The department fire prevention division handles fire plans, and permits, hazardous materials regulation, inspections and investigations.

Fire Protection

With the proposed development for an increase of 187,506 gross square footage of public mini-storage units, it is not expected that the Fire Department would have to expand. The project plans have been reviewed by fire and will be required to meet all fire prevention codes including the required street width for fire truck access clearance, water supply, and other fire protection, in order to serve the development system in case of a fire, hence no impact.

Police Service

Law enforcement services in Milpitas are provided by the City of Milpitas Police Department (MPD). Additionally, the California Highway Patrol provides law enforcement services in the Planning Area, and the Transit Patrol Division of the Santa Clara County Sheriff provides contract security and law enforcement services for the Valley Transportation Authority. In 2005, the Police Department had a total of 95 sworn police officers: one chief, 21 officers in the Support Services Bureau and 73 officers in the Police Operations Bureau. In 2005, with a total population of 65,000, Milpitas had a ratio of 1.46 officers per 1,000 residents. This service ratio is within the California standards of 1.4 to 1.7 officers per 1,000 residents. There are no known community concerns about the location, condition, size, form, or condition of the current police stations. In 2005, the MPD received 18,243 emergency calls. In 2005, the average response time to emergency calls was 3:43. The average response time to non-emergency calls was 7:09. The average response time within the City is approximately four minutes and 40 seconds. Highest priority is assigned to emergency calls where life-threatening conditions occur. The target response time for such emergency calls is three minutes. The number of overall service calls being received by the MPD is currently increasing, rising 10.7 percent between 2004 and 2005, and the department expects the number of calls to continue increasing citywide. MPD's Communications Division has adopted the following standards for dispatching:

- *9-1-1 calls shall be answered by Public Safety Dispatchers within 10 seconds at least 95 percent of the time.*
- *Dispatch 95 percent of calls within 60 seconds of event creation in CAD.*
- *Dispatch 95 percent of non-emergency calls within 30 minutes of event creation in CAD.*

Most of the crime that occurs in the Planning Area is specific to the Great Mall—thefts, forgery/fraud, and stolen vehicles—and there is little violent crime. In the rest of the Planning Area, more than half of the police-related calls are vehicle violations, traffic accidents, and theft from autos.

With the increase of 187,506 gross square footage of public mini-storage units, the long-term demand for police assistance and new staff and equipment should not be required and therefore has no impact.

Schools

The project proposal is for a mini-storage facility and does not include student generating uses. Hence, it will not have an effect on the number of students generated that may or may not exceed the maximum amount of students allowed for the school and therefore there is no impact.

Parks

According to the Milpitas General Plan, the city has 161 acres of city owned parks and recreational facilities. Part of the 1,544-acre Ed Levin Regional Park is within City limits as well. The project for a public mini-storage facility will not generate more trips to existing park facilities within the City and therefore will have no impact.

Other Public Facilities

The expansion of the public mini-storage facility does not require additional public facilities and therefore will have no impact.

XV. RECREATION					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 8
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1, 4, 8

Environmental Setting:

The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 gross new square footage. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The proposed expansion of an existing commercial storage facility would not increase the use of public parks or require the construction of recreational facilities.

Comment:

1) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The project will not increase the number of people in the area, nor bring people in to visit City Park facilities and therefore will have no impact.

2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The project does not include recreational facilities nor does the expansion of a public mini-storage facility require recreational facilities and therefore will have no impact.

XVI. TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3
2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1, 3
3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1
5) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

XVI. TRANSPORTATION/TRAFFIC					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project: 6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1

Environmental Setting:

The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 gross new square footage. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west. The proposed expansion of an existing commercial storage facility would not increase the use of public parks or require the construction of recreational facilities.

The properties have two access points with the main access through Watson Court, and the alternative access through Pecten Court. Traffic flow, or trips generated to the site are from I-680 to Montague Expressway to Watson Court and I-880 to Montague Expressway to Watson Court.

The TIA guidelines described in the *Transportation Impact Analysis Guidelines, Updated in 2009* by Santa Clara Valley Transportation Authority, are part of the *Technical Standards and Procedures for the Santa Clara County Congestion Management Program* and are designed to meet the requirement for a uniform land use impact analysis program in the CMP Statute.

Per Chapter 2 in the *Transportation Impact Analysis Guidelines, Updated in 2009*, A complete TIA shall be performed for any project in Santa Clara County expected to generate 100 or more new weekday (am or pm peak hour) or weekend peak hour trips, including both inbound and outbound trips.

Trip generation is a collection of information about vehicular traffic that is generated by different land uses. This information is based on studies made to determine how many vehicles enter and exit a site devoted to a particular land use. In this case, we are comparing the existing land use for mini-public storage, to the project proposal of an increase in the facility by 187,506 gross floor area for public storage purposes. When analyzing the Trip Generation of a project the peak hour trips generated is the determining factor. Peak Hour is the highest volume hour of site traffic during the am or pm period, which are between the hours of 6:00am-9:30am and 3:00pm-6:30pm.

Per the Institute of Transportation Engineers manual 7th Edition, mini-storage facilities generate 2.5 trips pre every 1,000 square feet. The table below summarized the trips generated for the existing site conditions and the proposed project.

Mini-Storage (Square Footage)	Daily Trips	AM Total Trips	PM Total Trips	AM Trips In	AM Trips Out	PM Trips In	PM Trips Out
Existing – 184,2000	461	28	48	17	11	24	24
Proposed addition – 187,506	398	24	41	14	10	21	20
Total – 343,056	858	51	89	30	21	45	44

Mini-storage facilities generate a very low amount of traffic, 2.5 trips per every 1,000 square feet, in comparison to other types of Industrial uses such as R&D- 8.11 trips per every 1,000 square feet, and business parks -12.76 trips per every 1,000 square feet. The existing mini-storage facility generates approximately 48 trips during PM peak hours. The proposed project will generate a total of 89 trips during the PM peak hour, a net increase of 41 trips, which is less than 100 new peak hour trips generated and therefore will not require a Transportation Impact Analysis per the *Transportation Impact Analysis Guidelines 2009* and is considered a less than significant impact.

Comment:

1) Exceed the capacity of the existing circulation system, based on an applicable measure of effectiveness (as designated in a general plan policy, ordinance, etc.), taking into account all relevant components of the circulation system, including but limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

The project generates a significantly less amount of trips then an office or R&D building and will not exceed the capacity for the existing circulation system and therefore will have no impact.

2) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The project does not conflict with an applicable congestion management program. Mini-storage facilities generate a significant amount of less trips then the traditional R&D building or Office building. Approval of the project would insure that the site to not be used for a use that would intensify the trips generated and therefore would help with any congestions issues, hence no impacts.

3) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The proposal will not change or affect air traffic patterns and therefore had no impact.

4) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible land uses (e.g., farm equipment)?

The project does not include restructure of public roads. The internal drive paths have been reviewed by our City Transpiration Engineer and will meet all design standards to insure safety for all users onsite. Thus will have no impact.

5) Result in inadequate emergency access?

The fire prevention department has reviewed the project for emergency access purposes and finds that it will meet the development standards and therefore will have no impact.

6) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

Montague Expressway is proposing to widened and include a new bus stop in front of the property at 1061 Montague Expressway. The plans have incorporated the required changes to meet the County Standards for the roadway widening and right of ways and therefore will have no impact.

XVII. UTILITIES AND SERVICE SYSTEMS					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
Would the project:					
1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2
7) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1,2

Environmental Setting:

The project includes three parcels, 1601 Watson Court -3.39 acres, 1600 Watson Court – 4.95 acres, and 1080 Pecten Court – 5.54 acres. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek and future trail to the west. The site is a built out mini-storage facility with 36 on-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 square feet. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west.

Water Service

Potable water supply for residence is provided by the City of Milpitas through its municipal water system. The City provides water service to homes, businesses, and industry within the City of Milpitas, meeting the demands of around 65,000 residents. The City of Milpitas buys domestic water from two sources: the San Francisco Public Utilities Commission (SFPUC), delivered through the Hetch Hetchy Water system, and Santa Clara Valley Water District (SCVWD), delivered through the South Bay Aqueduct. The City's emergency supply consists of one local groundwater wells—with a second one under construction—and three emergency interties, one with the San Jose Water Company and two with the Alameda County Water District.

The City currently has a supply assurance amount from the SFPUC of 9.23 million gallons per day (mgd) or 10,340 acre-feet per year (AFY). This allocation could be reduced in drought years by SFPUC. In addition, it is anticipated that the incremental cost of water supplied by the SFPUC will become more expensive for the City to purchase should the allocation be increased. For these reasons, the City of Milpitas does not anticipate increasing allocations of SFPUC water at this time. Water supplied by SCVWD is derived in part from executed contracts with the State of California Department of Water Resources and the United States Bureau of Reclamation. The City's contract with SCVWD allows for increases in purchased water to accommodate growth within the City. SCVWD bases its long-term water planning projections on employee and household projections provided by the Association of Bay Area Governments (ABAG). SCVWD responds to new land use plans by accommodating them in their projections for long-term water supply and demand. In accordance with the City's contract, SCVWD provides exact delivery commitments on a three-year delivery schedule based, in part, on projections made by the City. Recycled water is also currently available in Milpitas through the South Bay Water Recycling Program (SBWRP).

Wastewater

The San Jose/Santa Clara Water Pollution Control Plant (WPCP) provides wastewater treatment for Milpitas and for several other cities and sanitary districts in the region. The WPCP is a regional facility located in San Jose. The cities of San Jose and Santa Clara jointly own the facility while San Jose operates and maintains the facilities. The WPCP first began operations in 1956 as a primary treatment facility and was upgraded to a tertiary treatment plant in 1964 and again in 1979. The WPCP currently provides primary, secondary and tertiary wastewater treatment (filtration, disinfectant and disinfectant removal).

Currently, the City is discharging wastewater to the WPCP at a rate of between 8 and 9 mgd. The City's most current wet weather (December 2006) discharge rate was 8.232 mgd², down from a December 2005 peak week flow of 9.358 mgd.³ This current flow level is well below the City's 13.5 mgd inflow limit at the WPCP.

The WPCP discharges treated water to Artesian Slough, a tributary to Coyote Creek and the South San Francisco Bay. The WPCP must meet stringent regulatory disposal requirements, including heavy metal limits and maximum dry weather disposal levels intended to protect sensitive salt marshes. In the dry weather period of May through October, the WPCP is required by the San Francisco Regional Water Quality Control Board to limit discharge flows from the WPCP to 120 mgd ADWF (average dry weather flows), or to flows that would not further impact rare and endangered species habitat. The WPCP has had programs in place since 1991 to reduce and maintain flows below 120 mgd, and has maintained compliance with this requirement. The average dry weather effluent flow in the last year for which records are available is approximately 100 mgd.⁶ Long term plans to remain in compliance with the 120-mgd requirement include on-going water conservation and water recycling.

Storm Drainage

The City of Milpitas owns and maintains a system of underground pipes and a network of street gutters that convey flows from urban runoff to the San Francisco Bay. Within the Transit Area, the majority of stormwater runoff is conveyed to Berryessa Creek and Lower Penitencia Creek, with portions of the area draining into Wrigley-Ford Creek. Most major drainage facilities within the city, such as creeks and channels, are owned and maintained by SCVWD.

Solid Waste

The City of Milpitas disposes of all solid waste at the Permitted Class III, Subtitle D facility, the Newby Island Sanitary Landfill (NISL), administered by BFI. The Newby Island facility accepts solid waste, recyclables, and compostable materials. The NISL does not accept hazardous waste. The facility is 342 acres, of which waste has been placed on approximately 270 acres. The City's contract with the NISL runs through 2017.

Project Site

The site is a built out mini-storage facility with 36 one-story mini-storage buildings and parking lot. The proposal includes an increase in gross floor area by 187,506 square feet. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west.

Mini-storage facilities use a very low amount of public utilities and waste water as over 90% of their facility is utilized for storage only. The proposal to increase the square footage is for more storage space and therefore will not have a significant impact on existing utilities.

Comment:

- 1) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

As a part of the project, a Storm Water Control Plan is provided and will be reviewed to meet all applicable Regional Water Quality Controls standards. Prior to construction, the Storm Water Control Plan and Report is required to be certified by a third party and approved by the City of Milpitas. A preliminary report has been submitted and reviewed by City Staff and the determination is at this time the project will not result in an expansion of facilities or construction of new facilities that would have significant environmental effects and therefore will have no impact.

- 2) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Mini-storage facilities require very little wastewater due to the type of business. The project has been reviewed by the Public Works Department and will not require the construction of new water or wastewater treatment facilities and therefore will have no impact.

- 3) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As a part of the project, a Storm Water Control Plan and Report is provided and will be reviewed to meet all applicable Regional Water Quality Controls standards. Prior to construction, the Storm Water Control Plan and Report is required to be certified by a third party and approved by the City of Milpitas. A preliminary report has been submitted and reviewed by City Staff and the determination is at this time the project will not result in an expansion of facilities or construction of new facilities that would have significant environmental effects and therefore will have no impact.

In addition, construction activities such as demolition, excavation and grading operations, use of construction vehicles, and windblown exposed earth could potentially affect the water quality. In order to prevent impact to water quality the City requires a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. The mitigation measures included in the Hydrology and Water Quality part (5) of this report will reduce any construction impact to less than significant.

- 4) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Based on the plans submitted, along with the calculations provided on the C.3 data form, the project has sufficient water supplies available and therefore will not have an impact.

- 5) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The City of Milpitas is considered a full service City and is the provider for water and sewer for the City. The project will have adequate capacity to serve the project's projected demand and will not have an impact.

- 6) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The City of Milpitas is considered a full service City and is the provider for water, sewer, and solid waste. As mentioned previously, the City has a contract to dump at the Newby Island Facility. The landfill will have adequate capacity to serve the project's projected demand and will not have impact.

- 7) Comply with federal, state, and local statutes and regulations related to solid waste?

As conditioned, the project will comply with all federal, state, and local statutes and regulations related to solid waste and therefore will have no impacts.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE					
	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact	Information Source(s)
1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-15, A
2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1-15, A
3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-15, A
4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	1-15, A

Environmental Setting:

The site is a built out mini-storage facility with 36 one-story mini-storage buildings and parking lot built in 1979. The proposal includes updating the facility by demolishing seven of the

buildings along Montague Expressway and constructing two new three-story buildings which will increase the gross floor area by 187,506 square feet. The property is designated as Heavy Industrial and surrounding zoning is Heavy Industrial (M2) to the north and east, San Jose border to the south, and Urban and Multi-Family Residential Very High Density to the west.

Comment:

- 1) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As mentioned, the project site a built out mini-storage facility surrounded by industrial uses. The project will not affect habitat of fish or wildlife species and therefore will have no impact.

- 2) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

With the implementation of the Mitigation Measures included in the project and described in the specific sections of this report, the proposed construction of 187,506 square feet of additional storage area would not result in a significant environmental impact hence the less then significant impact.

- 3) Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?

The project will does not conflict with short term or long term environmental goals within the General Plan and therefore will have no impact.

- 4) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

The project proposal for the construction of additional 187,506 square feet of storage area for the existing public storage facility will be designed and constructed in accordance with standard engineering techniques and Uniform Building Code guidelines. The new storage area will not have an adverse effect on human beings and therefore will have no impact.

SOURCES

General Sources:

1. CEQA Guidelines - Environmental Thresholds (Professional judgment and expertise and review of project plans)
2. City of Milpitas General Plan (Land Use Chapter)
3. City of Milpitas General Plan (Circulation Chapter)
4. City of Milpitas General Plan (Open Space & Environmental Conservation Chapter)
5. City of Milpitas General Plan (Seismic and Safety Chapter)
6. City of Milpitas General Plan (Noise Chapter)
7. City of Milpitas General Plan (Housing Chapter)
8. City of Milpitas Zoning (Title XI)
9. California Department of Conservation, *Santa Clara County Important Farmland 2006*, Map. June 2005
10. Bay Area Air Quality Management District, CEQA Guidelines, June 2010
11. County of Santa Clara Department of Public Works, *Soil Map Sheet 19*, 1964
12. United States Department of Agriculture, Soil Conservation Service, *Soils of Santa Clara County*, 1968
13. California Department of Conservation, *Geologic Map of the San Francisco-San José Quadrangle*, 1990
14. Federal Emergency Management Agency, *Flood Insurance Rate Map, Community Panel Nos. 06085CIND0A, 06085C0058H, 06085C0059H, 06085C0066H, 06085C0067H, 06085C0068H, 06085C0069H, 06085C0080H, 06085C0086H, and 06085C0087H*
15. Transit Area Specific Plan Final Environmental Impact Report, June 2008
16. ITE Trip generation rates, edition 9

Project Related Sources:

- A. Project application and plans

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

CITY OF MILPITAS



455 EAST CALAVERAS BOULEVARD, MILPITAS, CALIFORNIA 95035-5479
GENERAL INFORMATION: 408-586-3000, TDD: 586-3013, www.ci.milpitas.ca.gov

MITIGATED NEGATIVE DECLARATION **ENVIRONMENTAL IMPACT ASSESSMENT (EIA) NO. EA14-0001**

A NOTICE, PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT OF 1970, AS AMENDED (PUBLIC RESOURCES CODE 21,000 ET SEQ.), THAT THE PUBLIC STORAGE REMODEL, WHEN IMPLEMENTED WITH THE REQUIRED MITIGATIONS, WILL NOT HAVE A SIGNIFICANT IMPACT ON THE ENVIRONMENT.

Project Title: Public Storage Remodel

Project Description: The project includes three parcels along Watson and Pecten Courts. The site is bound by Montague Expressway to the north, Pecten Court and I-680 to the east, and Berryessa Creek Trail to the west. The site is developed and utilized as a mini-storage facility with 36 one-story mini-storage buildings and parking lots. The project includes a request for a Conditional Use Permit to allow an increase in floor area ratio (FAR) at 1600 Watson Court from 41% to 62%, 1601 Watson Court from 27% to 48% and 1080 Pecten Court from 23% to 59%. This represents a 49% increase over the allowable FAR on site. The project entitlements also include a Site Development Permit for the following:

- 1601 Watson Court: The project includes demolishing two buildings closest to Montague Expressway, approximately 5,600 square feet. It also includes constructing a new two-story building, approximately 35,548 square feet.
- 1600 Watson Court: The project includes demolition of seven buildings and partial demolition of five buildings and construction of one new three-story, 39.5-foot tall building, with office and mini storage units, approximately 78,450 square feet. At the rear of the property, the proposal will create vehicle access through to the Pecten Court property.
- 1080 Pecten Court: The project includes removing 100 existing parking stalls utilized for vehicular storage and constructing a new three-story 35 feet tall, 85,350 square feet with a 28,450 square foot basement mini-storage building.

The draft Mitigated Negative Declaration (MND) was circulated in the spring of 2014. The scope of work has changed; therefore, the Mitigated Negative Declaration (MNS) is recirculating.

Project Location: 1600, 1601 Watson Court and 1080 Pecten Court, located south of Montague Expressway. APNs 92-08-093, -042, and -051

Project Proponent: Public Storage Properties LTD, Jim Fitzpatrick, 701 Western Ave Glendale, CA 91201

Maps:
Figure 1: Regional Map

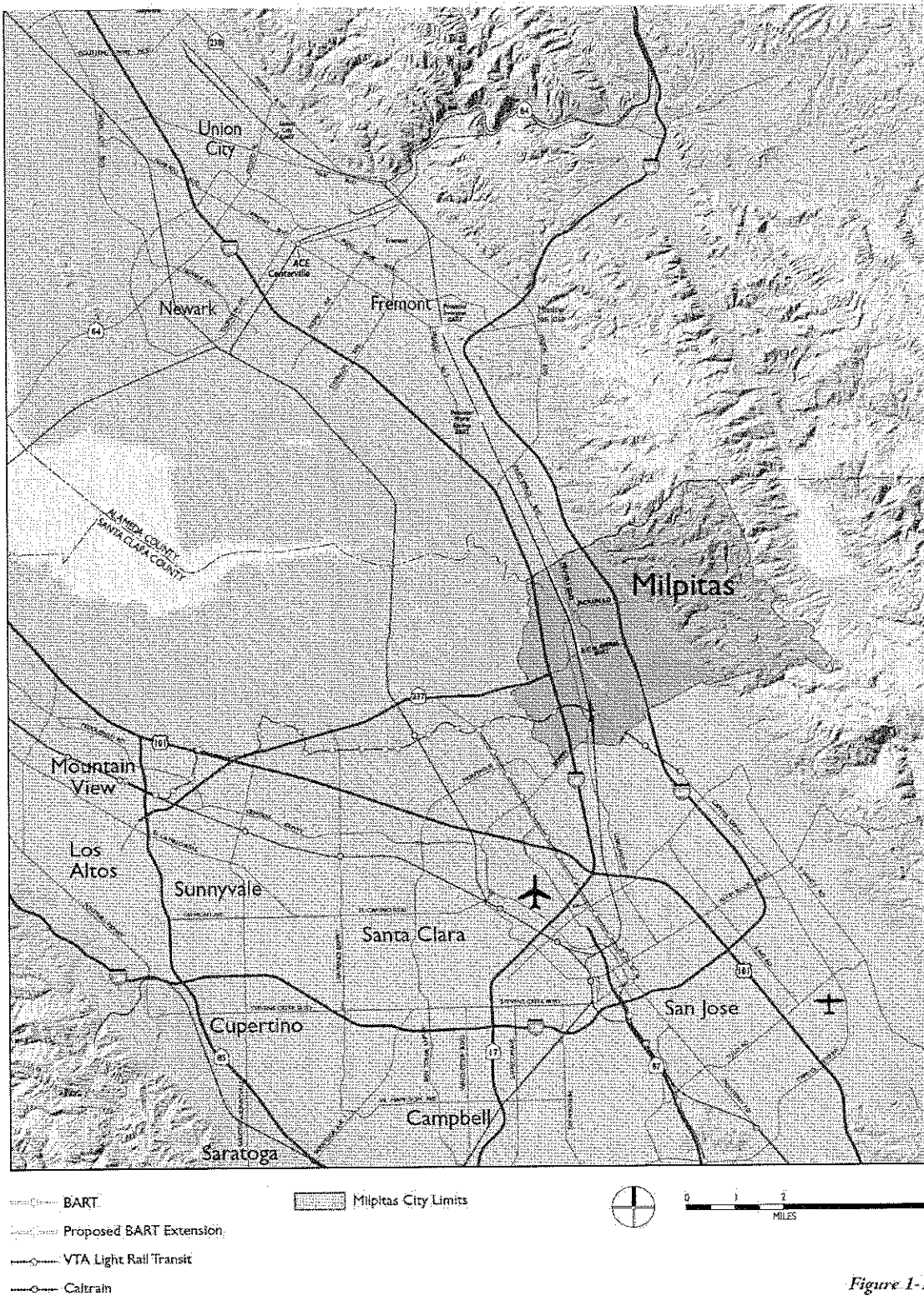


Figure 1-1

Figure 2: Zoning Map/ Site Location

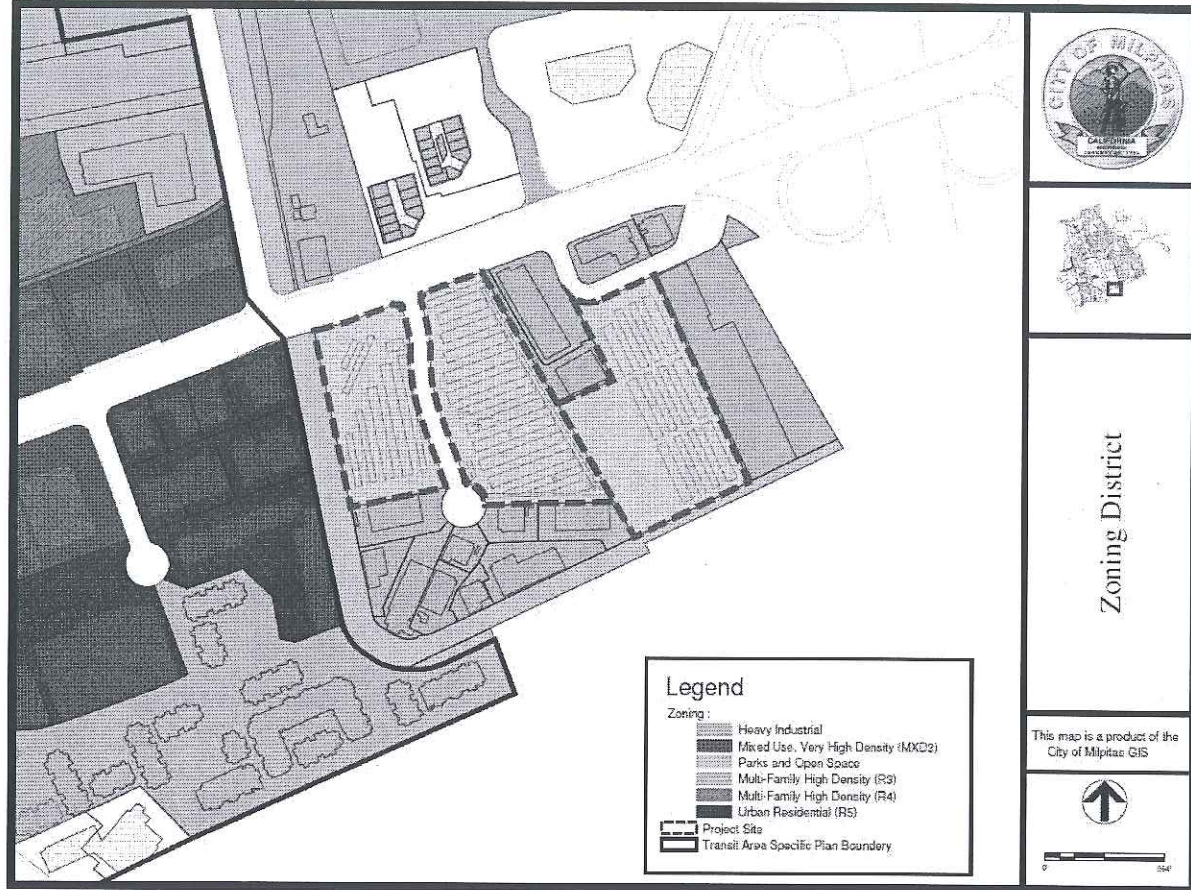


Figure 3: Vicinity Map / Site Location



The City of Milpitas has reviewed the Environmental Impact Assessment for the above project based on the information contained in the Initial Study and finds that the project will have no significant impact upon the environment with the implementation of the following mitigation measures, as recommended in the EIA.

Required Mitigation Measures:

AIR-1: BAAQMD has prepared a list of feasible construction dust control measures that can reduce construction impacts to a level that is less than significant. The following construction practices shall be implemented during construction of the proposed project:

- a) Water all active construction areas at least twice daily.
- b) Cover all trucks hauling soil, sand, or other loose materials or require all trucks to maintain at least two feet of freeboard
- c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction site.
- d) Sweep daily (with water sweepers) all paved access roads, parking areas and staging areas at construction sites.
- e) Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.
- f) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for ten days or more).
- g) Enclose, cover, water twice daily or apply (non-toxic) soil binders to exposed stockpiles (dirt, sand, etc.)
- h) Install sandbags or other effective erosion control measures to prevent silt runoff to public roadways.
- i) Replant vegetation in disturbed areas as quickly as possible.

CUL-1: As required by County ordinance, this project has incorporated the following guidelines. Pursuant to Section 7050.5 of the Health and Safety Code, and Section 5097.94 of the Public Resources Code of the State of California in the event of the discovery of human remains during construction, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains. The Santa Clara County Coroner shall be notified and shall make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items

associated with Native American burials on the property in a location not subject to further subsurface disturbance.

HYDRO-1.1: Prior to construction of the project, the City shall require the applicant to submit a Storm Water Pollution Prevention Plan (SWPPP) and a Notice of Intent (NOI) to the State of California Water Resource Quality Control Board to control the discharge of storm water pollutants including sediments associated with construction activities. Along with these documents, the applicant may also be required to prepare an Erosion Control Plan. The Erosion Control Plan may include Best Management Practices (BMPs) as specified in the California Storm Water Best Management Practice Handbook (such as silt fences/straw waddles around the perimeter of the site, regular street cleaning, and inlet protection) for reducing impacts on the City's storm drainage system from construction activities. The SWPPP shall include control measures during the construction period for:

- Soil stabilization practices,
- Sediment control practices,
- Sediment tracking control practices,
- Wind erosion control practices, and
- Non-storm water management and waste management and disposal control practices.

HYDRO-1.2: Prior to issuance of a grading permit, the applicant shall be required to submit copies of the NOI and Erosion Control Plan (if required) to the Department of Public Works. The applicant shall also be required to maintain a copy of the most current SWPPP on-site and provide a copy to any City representative or inspector on demand.

HYDRO-1.3: The development shall comply with City of Milpitas ordinances, including erosion- and dust-control during site preparation and grading, and maintaining adjacent streets free of dirt and mud during construction.

HYDRO-1.4: The proposed development shall comply with the NPDES permit issued to the City of Milpitas. This will reduce the construction impacts to less than significant with the mitigation measures listed above.

NOISE-1: Project grading and construction activities shall not occur outside the hours of 7:00 a.m. to 7:00 p.m. on weekdays and weekends, and shall not occur on the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day, as per the City of Milpitas Noise Ordinance.

Copies of the E.I.A. may be obtained at the Milpitas Planning Division, 455 E. Calaveras Boulevard, Milpitas, CA 95035.

By: _____
Name, Title

Date: _____

